(12)

DEPARTMENT OF THE AIR FORCE

JUSTIFICATION OF ESTIMATES FOR FISCAL YEARS 1992/1993
BIENNIAL BUDGET ESTIMATES
SUBMITTED TO CONGRESS FEBRUARY 1991

Aircraft Procurement, Air Force

DEPARTMENT OF THE AIR FORCE
AIRCRAFT PROCUREMENT, AIR FORCE
TABLE OF CONTENTS

AIRCRAFT PROCUREMENT, AIR FORCE

For construction, procurement, and modification of aircraft and equipment, including armor and armament, specialized ground handling equipment, and training devices, spare parts, and accessories therefor; specialized equipment; expansion of public and private plants, Government-owned equipment and installation thereof in such plants, erection of structures, and acquisition of land, for the foregoing purposes, and such lands and interests therein, may be acquired, and construction prosecuted thereon prior to approval of title; reserve plant and Government and contractor-owned equipment layaway; and other expenses necessary for the foregoing purposes including rents and transportation of things; [$9,541,455,000] $10,915,500, to remain available for obligation until September 30, [1993] 1994, of which $308,500,000 shall be available for the Air National Guard and Air Force Reserve.

Further, for the foregoing purposes, $13,456,800 to become available for obligation on October 1, 1992 and to remain available for obligation until September 30, 1995, of which $311,200,000 shall be available for the Air National Guard and Air Force Reserve. (10 U.S.C. 2271-79, 2353, 2386, 2663, 2672, 2672a, 8013, 8062, 9501-02, 9532, 9741-42; 50 U.S.C. 451, 453, 455; Department of Defense Appropriations Act 1991; additional authorizing legislation to be proposed.)

Aircraft Procurement, Air Force
Program and Financing (in Thousands of dollars) SUMMARY

Identification code 57-3010-0-1-051		1990 actual	Budget Plan (amounts for PROCUREMENT actions programed) 1991 est.	1992 est.	1993 est.
	Program by activities:				
	Direct program:				
00.0101	Combat aircraft	6,987,575	5,961,706	4,340,135	4,537,965
00.0201	Airlift aircraft	1,283,254	539,529	2,363,527	4,076,280
00.0301	Trainer aircraft	145,050	155,805	175,898	182,057
00.0401	Other aircraft	203,155	38,796	95,221	495,985
00.0501	Modification of inservice aircraft	2,555,535	1,315,056	1,812,141	2,165,148
00.0601	Aircraft spares and repair parts	3,016,688	572,257	984,465	914,835
00.0701	Aircraft support equipment and facilities	1,155,978	877,288	1,144,113	1,084,530
00.9101	Total direct program	15,347,235	9,460,437	10,915,500	13,456,800
01.0101	Reimbursable program	369,477	977,836	318,100	327,900
10.0001	Total	15,716,712	10,438,273	11,233,600	13,784,700
	Financing:				
	Offsetting collections from:				
11.0001	Federal funds(-)	-162,925	-92,790	-96,600	-101,400
13.0001	Trust funds(-)	-205,638	-885,046	-221,500	-226,500
14.0001	Non-Federal sources(-)	-914			
17.0001	Recovery of prior year obligations				
	Unobligated balance available, start of year:				
21.4002	For completion of prior year budget plans				
21.4003	Available to finance new budget plans		-75,800		
21.4009	Reprograming from/to prior year budget plans	-17,281			
22.4001	Unobligated balance transferred to other accounts	-68,018	23,500		
	Unobligated balance available, end of year:				
24.4002	For completion of prior year budget plans				
24.4003	Available to finance subsequent year budget plans	75,800			
25.0001	Unobligated balance lapsing	76,899			
39.0001	Budget authority	15,414,635	9,408,137	10,915,500	13,456,800
	Budget authority:				
40.0001	Appropriation	15,679,242	9,541,455	10,915,500	13,456,800
40.3501	Appropriation rescinded (-)	-64,864			
40.3601	Appropriation rescinded (unob bal)		-52,300		
40.7501	Reduction pursuant to P.L. 101-165 (-)	-6,083			
40.7502	Reduction pursuant to P.L. 101-511 (-)		-2,966		
41.0001	Transferred to other accounts (-)	-193,660	-78,052		
43.0001	Appropriation (adjusted)	15,414,635	9,408,137	10,915,500	13,456,800

Aircraft Procurement, Air Force
Program and Financing (in Thousands of dollars) SUMMARY

Identification code 57-3010-0-1-051	1990 actual	1991 est.	1992 est.	1993 est.
	Obligations			
Program by activities:				
Direct program:				
00.0101 Combat aircraft	6,760,431	6,068,462	5,464,262	4,527,905
00.0201 Airlift aircraft	712,152	910,290	1,846,931	3,258,689
00.0301 Trainer aircraft	149,452	108,339	152,708	177,366
00.0401 Other aircraft	19,070	230,066	71,843	354,782
00.0501 Modification of inservice aircraft	2,245,736	2,136,466	1,788,348	2,003,585
00.0601 Aircraft spares and repair parts	2,787,688	750,589	1,125,792	913,207
00.0701 Aircraft support equipment and facilities	1,907,134	954,892	1,091,800	1,083,178
00.9101 Total direct program	14,581,663	11,159,104	11,541,684	12,318,712
01.0101 Reimbursable program	253,480	1,250,494	318,100	327,900
10.0001 Total	14,835,143	12,409,598	11,859,784	12,646,612
Financing:				
Offsetting collections from:				
11.0001 Federal funds(-)	-117,941	-92,790	-96,600	-101,400
13.0001 Trust funds(-)	-206,727	-885,046	-221,500	-226,500
14.0001 Non-Federal sources(-)	-1,061			
17.0001 Recovery of prior year obligations	-277,323			
Unobligated balance available, start of year:				
21.4002 For completion of prior year budget plans	-7,759,638	-8,857,502	-6,886,177	-6,259,993
21.4003 Available to finance new budget plans		-75,800		
21.4009 Reprograming from/to prior year budget plans				
22.4001 Unobligated balance transferred to other accounts	-68,018	23,500		
Unobligated balance available, end of year:				
24.4002 For completion of prior year budget plans	8,857,502	6,886,177	6,259,993	7,398,081
24.4003 Available to finance subsequent year budget plans	75,800			
25.0001 Unobligated balance lapsing	76,899			
39.0001 Budget authority	15,414,635	9,408,137	10,915,500	13,456,800
Budget authority:				
40.0001 Appropriation	15,679,242	9,541,455	10,915,500	13,456,800
40.3501 Appropriation rescinded (-)	-64,864			
40.3601 Appropriation rescinded (unob bal)		-52,300		
40.7501 Reduction pursuant to P.L. 101-165 (-)	-6,083			
40.7502 Reduction pursuant to P.L. 101-511 (-)		-2,966		
41.0001 Transferred to other accounts (-)	-193,660	-78,052		
43.0001 Appropriation (adjusted)	15,414,635	9,408,137	10,915,500	13,456,800

Aircraft Procurement, Air Force
Program and Financing (in Thousands of dollars) SUMMARY

Identification code 57-3010-0-1-051		1990 actual	1991 est.	1992 est.	1993 est.
	Relation of obligations to outlays:				
71.0001	Obligations incurred, net	14,509,414	11,431,762	11,541,684	12,318,712
72.4001	Obligated balance, start of year	26,132,620	26,045,042	22,900,934	21,144,192
74.4001	Obligated balance, end of year	-26,045,042	-22,900,934	-21,144,192	-21,922,298
77.0001	Adjustments in expired accounts (net)	-16,826			
78.0001	Adjustments in unexpired accounts	-277,323			
90.0001	Outlays	14,302,843	14,575,870	13,298,426	11,540,606

Aircraft Procurement, Air Force
Object Classification (in Thousands of dollars) SUMMARY

Identification code 57-3010-0-1-051	1990 actual	1991 est.	1992 est.	1993 est.
Direct obligations:				
131.001 Equipment	14,581,663	11,159,104	11,541,684	12,318,712
199.001 Total Direct obligations	14,581,663	11,159,104	11,541,684	12,318,712
Reimbursable obligations:				
231.001 Equipment	253,480	1,250,494	318,100	327,900
299.001 Total Reimbursable obligations	253,480	1,250,494	318,100	327,900
999.901 Total obligations	14,835,143	12,409,598	11,859,784	12,646,612

Aircraft Procurement, Air Force
Program and Financing (in Thousands of dollars) FISCAL YEAR 1988

Identification code 57-3010-0-1-051		Budget Plan (amounts for PROCUREMENT actions programed)			
		1990 actual	1991 est.	1992 est.	1993 est.
	Program by activities:				
	Direct program:				
00.0101	Combat aircraft				
00.0201	Airlift aircraft				
00.0401	Other aircraft				
00.0501	Modification of inservice aircraft				
00.0601	Aircraft spares and repair parts				
00.0701	Aircraft support equipment and facilities				
00.9101	Total direct program				
01.0101	Reimbursable program				
10.0001	Total				
	Financing:				
	Offsetting collections from:				
11.0001	Federal funds(-)				
13.0001	Trust funds(-)				
14.0001	Non-Federal sources(-)				
17.0001	Recovery of prior year obligations				
	Unobligated balance available, start of year:				
21.4002	For completion of prior year budget plans				
21.4009	Reprograming from/to prior year budget plans	-95,849			
22.4001	Unobligated balance transferred to other accounts	18,950			
25.0001	Unobligated balance lapsing	76,899			
39.0001	Budget authority				

Aircraft Procurement, Air Force
Program and Financing (in Thousands of dollars) FISCAL YEAR 1988

Identification code 57-3010-0-1-051	1990 actual	1991 est.	1992 est.	1993 est.
	Obligations			
Program by activities:				
Direct program:				
00.0101 Combat aircraft	560,542			
00.0201 Airlift aircraft	2,556			
00.0401 Other aircraft	600			
00.0501 Modification of inservice aircraft	282,350			
00.0601 Aircraft spares and repair parts	105,342			
00.0701 Aircraft support equipment and facilities	772,389			
00.9101 Total direct program	1,723,779			
01.0101 Reimbursable program	25,948			
10.0001 Total	1,749,727			
Financing:				
Offsetting collections from:				
11.0001 Federal funds(-)	12,220			
13.0001 Trust funds(-)	-1,113			
14.0001 Non-Federal sources(-)	1			
17.0001 Recovery of prior year obligations	-132,554			
Unobligated balance available, start of year:				
21.4002 For completion of prior year budget plans	-1,724,130			
21.4009 Reprograming from/to prior year budget plans				
22.4001 Unobligated balance transferred to other accounts	18,950			
25.0001 Unobligated balance lapsing	76,899			
39.0001 Budget authority				

Aircraft Procurement, Air Force
Program and Financing (in Thousands of dollars) FISCAL YEAR 1989

Identification code 57-3010-0-1-051		Budget Plan (amounts for PROCUREMENT actions programed)			
		1990 actual	1991 est.	1992 est.	1993 est.
	Program by activities:				
	Direct program:				
00.0101	Combat aircraft				
00.0201	Airlift aircraft				
00.0301	Trainer aircraft				
00.0401	Other aircraft				
00.0501	Modification of inservice aircraft				
00.0601	Aircraft spares and repair parts				
00.0701	Aircraft support equipment and facilities				
00.9101	Total direct program				
01.0101	Reimbursable program				
10.0001	Total				
	Financing:				
	Offsetting collections from:				
11.0001	Federal funds(-)				
13.0001	Trust funds(-)				
14.0001	Non-Federal sources(-)				
17.0001	Recovery of prior year obligations				
	Unobligated balance available, start of year:				
21.4002	For completion of prior year budget plans				
21.4003	Available to finance new budget plans				
21.4009	Reprograming from/to prior year budget plans		-8,400		
22.4001	Unobligated balance transferred from other accounts (-)	78,568			
	Unobligated balance available, end of year:	-86,968			
24.4002	For completion of prior year budget plans				
24.4003	Available to finance subsequent year budget plans	8,400			
40.3601	Budget authority (Appropriation rescinded) (		-8,400		

Aircraft Procurement, Air Force
Program and Financing (in Thousands of dollars) FISCAL YEAR 1989

Identification code 57-3010-0-1-051		Obligations			
		1990 actual	1991 est.	1992 est.	1993 est.
	Program by activities:				
	Direct program:				
00.0101	Combat aircraft	2,207,117	1,908,281		
00.0201	Airlift aircraft	130,016	41,055		
00.0301	Trainer aircraft	7,849	1,728		
00.0401	Other aircraft	15,992	3,590		
00.0501	Modification of inservice aircraft	610,985	332,291		
00.0601	Aircraft spares and repair parts	220,637	140,861		
00.0701	Aircraft support equipment and facilities	324,152	150,939		
00.9101	Total direct program	3,516,748	2,578,745		
01.0101	Reimbursable program	80,877	49,836		
10.0001	Total	3,597,625	2,628,581		
	Financing:				
	Offsetting collections from:				
11.0001	Federal funds(-)	32,764			
13.0001	Trust funds(-)	24			
14.0001	Non-Federal sources(-)	-148			
17.0001	Recovery of prior year obligations	-144,769			
	Unobligated balance available, start of year:				
21.4002	For completion of prior year budget plans	-6,035,508	-2,628,581		
21.4003	Available to finance new budget plans		-8,400		
21.4009	Reprograming from/to prior year budget plans				
22.4001	Unobligated balance transferred from other accounts (-)	-86,968			
	Unobligated balance available, end of year:				
24.4002	For completion of prior year budget plans	2,628,581			
24.4003	Available to finance subsequent year budget plans	8,400			
40.3601	Budget authority (Appropriation rescinded) (		-8,400		

Aircraft Procurement, Air Force
Program and Financing (in Thousands of dollars) FISCAL YEAR 1990

Identification code 57-3010-0-1-051		1990 actual	Budget Plan (amounts for PROCUREMENT actions programed) 1991 est.	1992 est.	1993 est.
	Program by activities:				
	Direct program:				
00.0101	Combat aircraft	6,987,575			
00.0201	Airlift aircraft	1,283,254			
00.0301	Trainer aircraft	145,050			
00.0401	Other aircraft	203,155			
00.0501	Modification of inservice aircraft	2,555,535			
00.0601	Aircraft spares and repair parts	3,016,688			
00.0701	Aircraft support equipment and facilities	1,155,978			
00.9101	Total direct program	15,347,235			
01.0101	Reimbursable program	369,477			
10.0001	Total	15,716,712			
	Financing:				
	Offsetting collections from:				
11.0001	Federal funds(-)	-162,925			
13.0001	Trust funds(-)	-205,638			
14.0001	Non-Federal sources(-)	-914			
	Unobligated balance available, start of year:				
21.4002	For completion of prior year budget plans				
21.4003	Available to finance new budget plans		-67,400		
22.4001	Unobligated balance transferred to other accounts		23,500		
	Unobligated balance available, end of year:				
24.4002	For completion of prior year budget plans				
24.4003	Available to finance subsequent year budget plans	67,400			
39.0001	Budget authority	15,414,635	-43,900		
	Budget authority:				
40.0001	Appropriation	15,679,242			
40.3501	Appropriation rescinded (-)	-64,864			
40.3601	Appropriation rescinded (unob bal)		-43,900		
40.7501	Reduction pursuant to P.L. 101-165 (-)	-6,083			
41.0001	Transferred to other accounts (-)	-193,660			
43.0001	Appropriation (adjusted)	15,414,635	-43,900		

Aircraft Procurement, Air Force
Program and Financing (in Thousands of dollars) FISCAL YEAR 1990

Identification code 57-3010-0-1-051		Obligations 1990 actual	1991 est.	1992 est.	1993 est.
	Program by activities:				
	Direct program:				
00.0101	Combat aircraft	3,992,772	1,099,871	1,894,932	
00.0201	Airlift aircraft	579,580	510,448	193,226	
00.0301	Trainer aircraft	141,603	3,000	447	
00.0401	Other aircraft	2,478	200,677		
00.0501	Modification of inservice aircraft	1,352,401	927,136	275,998	
00.0601	Aircraft spares and repair parts	2,461,709	229,177	325,802	
00.0701	Aircraft support equipment and facilities	810,593	220,539	124,846	
00.9101	Total direct program	9,341,136	3,190,848	2,815,251	
01.0101	Reimbursable program	146,655	222,822		
10.0001	Total	9,487,791	3,413,670	2,815,251	
	Financing:				
	Offsetting collections from:				
11.0001	Federal funds(-)	-162,925			
13.0001	Trust funds(-)	-205,638			
14.0001	Non-Federal sources(-)	-914			
	Unobligated balance available, start of year:				
21.4002	For completion of prior year budget plans		-6,228,921	-2,815,251	
21.4003	Available to finance new budget plans		-67,400		
22.4001	Unobligated balance transferred to other accounts		23,500		
	Unobligated balance available, end of year:				
24.4002	For completion of prior year budget plans	6,228,921	2,815,251		
24.4003	Available to finance subsequent year budget plans	67,400			
39.0001	Budget authority	15,414,635	-43,900		
	Budget authority:				
40.0001	Appropriation	15,679,242			
40.3501	Appropriation rescinded (-)	-64,864			
40.3601	Appropriation rescinded (unob bal)		-43,900		
40.7501	Reduction pursuant to P.L. 101-165 (-)	-6,083			
41.0001	Transferred to other accounts (-)	-193,660			
43.0001	Appropriation (adjusted)	15,414,635	-43,900		

Aircraft Procurement, Air Force
Program and Financing (in Thousands of dollars) FISCAL YEAR 1991

Identification code 57-3010-0-1-051	1990 actual	Budget Plan (amounts for PROCUREMENT actions programed) 1991 est.	1992 est.	1993 est.
Program by activities:				
Direct program:				
00.0101 Combat aircraft		5,961,706		
00.0201 Airlift aircraft		539,529		
00.0301 Trainer aircraft		155,805		
00.0401 Other aircraft		38,796		
00.0501 Modification of inservice aircraft		1,315,056		
00.0601 Aircraft spares and repair parts		572,257		
00.0701 Aircraft support equipment and facilities		877,288		
00.9101 Total direct program		9,460,437		
01.0101 Reimbursable program		977,836		
10.0001 Total		10,438,273		
Financing:				
Offsetting collections from:				
11.0001 Federal funds(-)		-92,790		
13.0001 Trust funds(-)		-885,046		
Unobligated balance available, start of year:				
21.4002 For completion of prior year budget plans				
Unobligated balance available, end of year:				
24.4002 For completion of prior year budget plans				
39.0001 Budget authority		9,460,437		
Budget authority:				
40.0001 Appropriation		9,541,455		
40.7502 Reduction pursuant to P.L. 101-511 (-)		-2,966		
41.0001 Transferred to other accounts (-)		-78,052		
43.0001 Appropriation (adjusted)		9,460,437		

Aircraft Procurement, Air Force
Program and Financing (in Thousands of dollars) FISCAL YEAR 1991

Identification code 57-3010-0-1-051	1990 actual	Obligations 1991 est.	1992 est.	1993 est.
Program by activities:				
Direct program:				
00.0101 Combat aircraft		3,060,310	1,397,035	1,504,361
00.0201 Airlift aircraft		358,787	122,474	58,268
00.0301 Trainer aircraft		103,611	35,368	16,826
00.0401 Other aircraft		25,799	8,807	4,190
00.0501 Modification of inservice aircraft		877,039	299,300	138,717
00.0601 Aircraft spares and repair parts		380,551	129,903	61,803
00.0701 Aircraft support equipment and facilities		583,414	199,150	94,724
00.9101 Total direct program		5,389,511	2,192,037	1,878,889
01.0101 Reimbursable program		977,836		
10.0001 Total		6,367,347	2,192,037	1,878,889
Financing:				
Offsetting collections from:				
11.0001 Federal funds(-)		-92,790		
13.0001 Trust funds(-)		-885,046		
Unobligated balance available, start of year:				
21.4002 For completion of prior year budget plans			-4,070,926	-1,878,889
Unobligated balance available, end of year:				
24.4002 For completion of prior year budget plans		4,070,926	1,878,889	
39.0001 Budget authority		9,460,437		
Budget authority:				
40.0001 Appropriation		9,541,455		
40.7502 Reduction pursuant to P.L. 101-511 (-)		-2,966		
41.0001 Transferred to other accounts (-)		-78,052		
43.0001 Appropriation (adjusted)		9,460,437		

Aircraft Procurement, Air Force
Program and Financing (in Thousands of dollars) FISCAL YEAR 1992

Identification code 57-3010-0-1-051		Budget Plan (amounts for PROCUREMENT actions programed)			
		1990 actual	1991 est.	1992 est.	1993 est.
	Program by activities:				
	Direct program:				
00.0101	Combat aircraft			4,340,135	
00.0201	Airlift aircraft			2,363,527	
00.0301	Trainer aircraft			175,898	
00.0401	Other aircraft			95,221	
00.0501	Modification of inservice aircraft			1,812,141	
00.0601	Aircraft spares and repair parts			984,465	
00.0701	Aircraft support equipment and facilities			1,144,113	
00.9101	Total direct program			10,915,500	
01.0101	Reimbursable program			318,100	
10.0001	Total			11,233,600	
	Financing:				
	Offsetting collections from:				
11.0001	Federal funds(-)			-96,600	
13.0001	Trust funds(-)			-221,500	
	Unobligated balance available, start of year:				
21.4002	For completion of prior year budget plans				
	Unobligated balance available, end of year:				
24.4002	For completion of prior year budget plans				
40.0001	Budget authority (Appropriation)			10,915,500	

Aircraft Procurement, Air Force
Program and Financing (in Thousands of dollars) FISCAL YEAR 1992

Identification code 57-3010-0-1-051		Obligations			
		1990 actual	1991 est.	1992 est.	1993 est.
	Program by activities:				
	Direct program:				
00.0101	Combat aircraft			2,172,295	869,700
00.0201	Airlift aircraft			1,531,231	523,998
00.0301	Trainer aircraft			116,893	39,905
00.0401	Other aircraft			63,036	21,526
00.0501	Modification of inservice aircraft			1,213,050	413,820
00.0601	Aircraft spares and repair parts			670,087	228,240
00.0701	Aircraft support equipment and facilities			767,804	261,867
00.9101	Total direct program			6,534,396	2,359,056
01.0101	Reimbursable program			318,100	
10.0001	Total			6,852,496	2,359,056
	Financing:				
	Offsetting collections from:				
11.0001	Federal funds(-)			-96,600	
13.0001	Trust funds(-)			-221,500	
	Unobligated balance available, start of year:				
21.4002	For completion of prior year budget plans				-4,381,104
	Unobligated balance available, end of year:				
24.4002	For completion of prior year budget plans			4,381,104	2,022,048
40.0001	Budget authority (Appropriation)			10,915,500	

Aircraft Procurement, Air Force
Program and Financing (in Thousands of dollars) FISCAL YEAR 1993

Identification code 57-3010-0-1-051		Budget Plan (amounts for PROCUREMENT actions programed)			
		1990 actual	1991 est.	1992 est.	1993 est.
	Program by activities:				
	Direct program:				
00.0101	Combat aircraft				4,537,965
00.0201	Airlift aircraft				4,076,280
00.0301	Trainer aircraft				182,057
00.0401	Other aircraft				495,985
00.0501	Modification of inservice aircraft				2,165,148
00.0601	Aircraft spares and repair parts				914,835
00.0701	Aircraft support equipment and facilities				1,084,530
00.9101	Total direct program				13,456,800
01.0101	Reimbursable program				327,900
10.0001	Total				13,784,700
	Financing:				
	Offsetting collections from:				
11.0001	Federal funds(-)				-101,400
13.0001	Trust funds(-)				-226,500
	Unobligated balance available, end of year:				
24.4002	For completion of prior year budget plans				
40.0001	Budget authority (Appropriation)				13,456,800

Aircraft Procurement, Air Force
Program and Financing (in Thousands of dollars) FISCAL YEAR 1993

Identification code 57-3010-0-1-051		Obligations			
		1990 actual	1991 est.	1992 est.	1993 est.
	Program by activities:				
	Direct program:				
00.0101	Combat aircraft				2,153,844
00.0201	Airlift aircraft				2,676,423
00.0301	Trainer aircraft				120,635
00.0401	Other aircraft				329,066
00.0501	Modification of inservice aircraft				1,451,048
00.0601	Aircraft spares and repair parts				623,164
00.0701	Aircraft support equipment and facilities				726,587
00.9101	Total direct program				8,080,767
01.0101	Reimbursable program				327,900
10.0001	Total				8,408,667
	Financing:				
	Offsetting collections from:				
11.0001	Federal funds(-)				-101,400
13.0001	Trust funds(-)				-226,500
	Unobligated balance available, end of year:				
24.4002	For completion of prior year budget plans				5,376,033
40.0001	Budget authority (Appropriation)				13,456,800

	(In Thousands of Dollars)	
Program Estimate	- FY 93	$4,537,965
Program Estimate	- FY 92	4,340,135
Program Estimate	- FY 91	5,961,706
Program Actual	- FY 90	6,732,722

ACTIVITY: Combat Aircraft

PART I PURPOSE AND SCOPE

This activity provides for the procurement of new aircraft, associated flight simulation devices, and other peculiar training and support equipment for modernization of the U.S. combat forces and to improve the efficiency of training programs.

Combat aircraft are required to attain and maintain air superiority, interdict enemy supply lines, provide reconnaissance of enemy forces, and furnish close air support to ground forces. The aircraft can be used to counter a variety of threats and offer options of response ranging from the use of diversified conventional weapons through a variety of nuclear weapons.

The FY 1992 and FY 1993 programs include funds for the procurement of B-2 and F-16. The programs also include funds for procurement of flight simulators for F-16 aircraft and depot support equipment for the B-1B and F-15. The F-16 request is for continued multiyear procurement.

PART II JUSTIFICATION OF FUNDS REQUESTED

The FY 1992 and FY 1993 fund requirements for procurement of combat aircraft, related support items, and advance procurement in support of the following year's program are: FY 1992 - $4,340.1 million FY 1993 - $4,538.0 million. Details are as follows:

B-1B (FY 1992 - $107.9 million, FY 1993 - $142.9 million):

The B-1B is a strategic multirole weapon system which maximizes range and payload capabilities and is able to perform the mission of a conventional bomber, cruise missile launch platform, and nuclear weapons delivery system in both tactical and strategic roles. It enhances the bomber leg of the strategic TRIAD while preserving the vitally needed flexibility of nonnuclear force projection in response to unforeseen contingencies worldwide. The B-1B will be capable of performing the conventional bomber and cruise missile carrier mission well into the next century.

This request is to complete baseline taskings for delivery of support equipment and data needed by all levels of maintenance technicians.

B-2 Advanced Technology Bomber (FY 1992 - 4 aircraft, $2,911.3 million; FY 1993 - 7 aircraft, $3,607.6 million):

The B-2 is a multirole strategic weapons system with exceptional range and payload capabilities which is able to perform missions using conventional and nuclear weapons delivery systems against both fixed and relocatable targets. Deployment of the B-2 will address the national requirement to increase our targeting flexibility and to revitalize our strategic deterrent forces.

F-15E (FY 1992 - $169.7 million):

The F-15E is a twin engine, fixed swept aircraft and retains the basic air superiority capability of the F-15 A-D models. It has air-to-surface weapons capability, as well. The F-15E configuration includes a two man crew with missionized cockpits, Low Altitude Navigation, Targeting, and Infrared for Night (LANTIRN) capability, automatic terrain following/terrain avoidance (auto TF/TA), and other air-to-ground improvements. The final planned aircraft procurement is FY91 with depot support equipment, reprocurement data, and hardware and software upgrades budgeted in FY92.

F-16C/D (FY 1992 - 48 aircraft, $1,151.3 million; FY 1993 - 24 aircraft, $787.4 million):

The F-16 Multimission Fighter is a single seat, fixed wing, high performance, single engine fighter aircraft. The design, optimized for the .8 Mach to 1.6 Mach speed range, incorporates advanced technology features to enhance its combat capability while minimizing its acquisition, operating, and support costs. The advanced technology features include a blended wing-body and a fly-by-wire flight control system. The design also includes a high visibility, high "g" cockpit. The F-16 armament consists of a 20mm cannon, AIM-9L heat seeking air-to-air missiles, and approximately 11,000 pounds of conventional and guided air-to-surface ordinance. The F-16 is replacing F-4s in the active inventory, as well as modernizing the reserve forces.

(In Thousands of Dollars)		
Program Estimate	- FY 93	$4,076,280
Program Estimate	- FY 92	2,363,527
Program Estimate	- FY 91	539,529
Program Actual	- FY 90	1,582,007

ACTIVITY: Airlift/Tanker Aircraft

PART I PURPOSE AND SCOPE

This activity provides for the procurement of new aircraft and support items to continue improvement of the U.S. airlift/tanker forces. The FY 1992 and FY 1993 programs include funds for the procurement of C-17 and C-130H aircraft.

PART II JUSTIFICATION OF FUNDS REQUESTED

The FY 1992 and FY 1993 fund requirements for procurement of airlift aircraft, related support items, and advance procurement funding in support of the following year's program are: FY 1992 - $2,363.5 million; FY 1993 - $4,076.3 million. Details are as follow:

C-17 (FY 1992 - 6 aircraft, $1,997.6 million; FY 1993 - 12 aircraft, $3,694.0 million):

The C-17A is a multi-engine turbo fan wide body aircraft capable of airlifting a substantial payload over intercontinental ranges without refueling and is specifically designed to move outsize combat equipment/cargo into and within an austere airfield environment. The C-17 will be capable of performing the full spectrum of airlift missions effectively and efficiently in both the inter and intratheater environments. The aircraft is equipped with receiver inflight refueling capability to increase its range/payload capability. Configuration variations will permit the aircraft to air deliver a variety of outsize/oversize combat/support equipment. An important aircraft characteristic is the flexibility to perform either the airland or airdrop/extraction mission. The C-17A design employs much existing technology, i.e., FAA certified commercial engines and current civil/military avionics.

C-130H (FY 1992 - 8 aircraft, $365.9 million; FY 1993 - 12 aircraft, $382.3 million):

The C-130H is a medium size tactical transport powered by four T-56-A-15 turboprop engines. It has a ferry range of approximately 4,200 NM, a service ceiling of 35,000 feet, a cruise speed of 290 knots and normal crew of five. Its cargo compartment can carry a payload of 44,000 pounds. The mission of the C-130H is the immediate and responsive air movement and delivery of combat troops and supplies directly into objective areas through airlanding, extraction, airdrop, or other delivery techniques.

	(In Thousands of Dollars)	
Program Estimate	- FY 93	$182,057
Program Estimate	- FY 92	175,898
Program Estimate	- FY 91	155,805
Program Actual	- FY 90	145,050

ACTIVITY: Trainer Aircraft

Part I Purpose and Scope

This activity provides for the procurement of new aircraft, associated flight simulation devices, and support equipment required for flight training.

Part II Justification of Funds Requested

The FY 1992 and FY 1993 fund requirements for procurement of trainer aircraft and related support items are: FY 1992 - $175.8 million; FY 1993 - $182.1 million. Details are as follows:

Enhanced Flight Screening Program (EFSP) (FY 1992 - 38 Aircraft, $8.5 million, FY 1993 - 54 Aircraft, $12.8 million):

The Enhanced Flight Screening Program (EFSP) is required to support dual-track Specialized Undergraduate Pilot Training (SUPT) operations. The EFS will be a "commercial-off-the-shelf" replacement to the single-engine, high wing T-41A and T-41C based at Hondo, TX and the United States Air Force Academy. The aircraft will be certified by the Federal Aviation Administration. A total acquisition of 125 aircraft is planned. EFS will provide a uniform Air Force flying program supplementing the Pilot Selection and Classification System to place pilot candidates in the specialized track (Bomber-Fighter or Tanker-Transport) best suited to the candidate's performance and preference. EFS will ensure Air Training Command's ability to select qualified candidates for SUPT and reduce the attrition rate in SUPT through comprehensive screening.

Tanker, Transport, Trainer System (FY 1992 - 37 aircraft, $167.4 million; FY 1993 - 37 aircraft, $169.3 million):

The Tanker, Transport, Trainer System (TTTS) is required to implement Specialized Undergraduate Pilot Training (SUPT) in the Air Training Command. The TTTS includes commercially available jet aircraft which accommodate an instructor and two students. Under SUPT, students will enter the Tanker-Transport track or the Bomber-Fighter track after 85 hours in the T-37 aircraft. The T-38 will be used in the Bomber-Fighter track. The Tanker-Transport syllabus includes training in high and low altitude instrument approaches, crew coordination, asymmetric thrust situations, low-level navigation, airdrop fundamentals, airborne rendezvous, and cell formation. This program also provides procurement of Operation Flight Trainers and other required training devices.

	(In Thousands of Dollars)	
Program Estimate	- FY 93	$495,985
Program Estimate	- FY 92	95,221
Program Estimate	- FY 91	38,796
Program Actual	- FY 90	203,155

ACTIVITY: Other Aircraft

PART I PURPOSE AND SCOPE

This activity provides for the procurement of MH-60G helicopter, E-8B (JSTARS), Civil Air Patrol and VC-137 Replacement aircraft in FY 1992 and FY 1993.

PART II JUSTIFICATION OF FUNDS REQUESTED

The FY 1992 and FY 1993 funding requirements for procurement of aircraft and related support equipment are: FY 1992 - $95.2 million; FY 1993 - $496.0 million. Details are as follows:

MH-60G (FY 1992 - 6 aircraft, $23.5 million; FY 1993 - 10 aircraft, $31.4 million):

The MH-60G is a substantially upgraded UH-60A designed to meet a variety of Air Force mission requirements. To upgrade combat mission capability, flexibility, and survivability, the MH-60G has extended range, precision low-level tactical navigation, and improved communication and weapon systems. The MH-60G is capable of a wide range of mission taskings in day and night Visual Meteorological Conditions (VMC) including marginal weather operations. Sixteen basic UH-60A airframes and engines will be procured by the Army in FY 1991 in support of the FY 1992 and FY 1993 MH-60G programs.

Civil Air Patrol Aircraft (FY 1992 - 27 aircraft, $2.0 million; FY 1993 - 27 aircraft, $2.0 million):

These funds will procure commercial new or used propeller driven aircraft for the Civil Air Patrol (CAP). CAP is a private, nonprofit corporation which functions as an official civilian auxiliary of the Air Force. CAP's best known Air Force mission is search and rescue.

JSTARS (FY 1992 - 0 aircraft, $62.7 million; FY 1993 - 1 aircraft, $427.8 million):

The Joint Surveillance Target Attack Radar System (Joint STARS) is an Air Force/ Army program to field a common radar and attack system to support the Air Land Battle and the Follow-On Forces Attack (FOFA) strategy. The system has both airborne and ground elements to provide the "electronic high ground" from which to detect and track enemy ground forces from the friendly side of the Forward Line of Own Troops (FLOT). The ground element consists of Ground Station Modules which perform targeting and communications, command, control and intelligence functions. Using its multi-mode radar capability for wide-area Moving Target Indication (MTI) surveillance and Fixed Target Indication (FTI), Joint STARS supports the end-to-end engagement process from initial detection of moving ground vehicles to the precise attack with conventional weapons against a variety of targets.

VC-137 Replacement Aircraft (FY 1992 - 0 aircraft, $7.0 million; FY 1993 - 1 aircraft, $34.8 million):

The existing VC-137B/C fleet of seven aging Boeing aircraft (three B707-100s and four B707-300s) average 26 years of age and are increasingly difficult to maintain and support. The VC-137 Replacement program will replace these aircraft with new, commercial derivative aircraft (FAA certified) capable of performing the long-range (Frankfurt, GE to Andrews) mission. Acquisition of three aircraft (C-20 "type") for the long-range/low volume (12 passengers) mission starting in FY92, and four aircraft (VC-137 "type") for the long-range/high volume (40-60 passengers) mission starting in FY96 is planned. The current fleet of VC-137 aircraft have shortfalls in range, supportability, self-contained operations, noise and fuel consumption. Commercial operators have long been phasing out these series of B707 aircraft and dwindling supply channels for scarce spare parts are increasing costs. These aircraft do not meet FAA/ICAO noise standards and will be denied access to airports on an increasing basis. Commercial carriers no longer utilize ground support equipment of the types the VC-137 aircraft requires. This makes them unacceptably dependent on dwindling support assets on a worldwide basis.

(In Thousands of Dollars)	
Program Estimate - FY 93	$2,165,148
Program Estimate - FY 92	1,812,141
Program Estimate - FY 91	1,315,056
Program Actual - FY 90	2,516,035

ACTIVITY: Modification of in Service Aircraft

PART I PURPOSE AND SCOPE

This budget activity provides for modification and modernization of in-service aircraft, training devices and support equipment necessary for safety, extension of service life, and to incorporate operational improvements after an aircraft has entered service. The program is designed to maintain the Air Force aircraft inventory at the most modern configuration level at the minimum cost.

PART II JUSTIFICATION OF FUNDS REQUEST

Modifications are necessary to enable strategic offense, defense, tactical, and support forces to maintain superiority over hostile forces, to extend the active service life of aircraft, to keep abreast of changing mission requirements and to ensure maximum safety for the aircraft and crews. Modifications are closely examined and priorities established so that only those most essential are accomplished with the limited funds available.

The FY 1992/1993 programs consist of follow-on requirements for previously initiated modifications as well as new start modifications. Funding is also requested to continue enhancement of peacetime readiness of an aging aircraft inventory. Significant efforts in FY 92 include:

(1) Modification to provide NAVSTAR Global Positioning System (GPS) capability will begin on the C-141, E-3, E-4, and C-130, and continue on B-52, F-111 and TR-1.

(2) F-15 C/D Multi-Stage Improvement Program (MSIP).

(3) Integration of the Short Range Attack Missile (SRAM) II on the B1.

(4) Modification of the F100 Engine to the 220E configuration for F-16 aircraft.

(5) Replacement of the Flight Control System on the F-111 aircraft.

(6) Replacement of the Malfunction Detection, Analysis and Recording System (MADARS) with state-of-the-art electronics on C-5A aircraft.

(7) Re-engining additional KC-135 tankers to reduce the airborne refueling shortfall.

(8) B-1 Overwing Fairing Fire Protection safety modification.

(9) Addition of the ALQ-135 Jammer to the F-15.

(10) Update of the Radar Warning Receiver on the F-16.

Aircraft modification kits are procured on a phased basis, lead time away from installation which is scheduled concurrently with normal depot maintenance programs to the maximum extent possible. Complex modifications are installed at Air Force depots or contractor facilities. Where the installations tasks are less complex or require a relatively small number of man-hours, they are accomplished in the field by assigned personnel or specialized teams dispatched from the depot or provided by contractors.

Beginning in FY 91, P-3 budget exhibits for aircraft modifications include installation funds within each individual procurement line item. This change reflects Congressional direction in the FY 90 Appropriations Act.

The aircraft modification resources unique to Special Operations Forces (SOF) have been transferred to SOCOM beginning with FY 91. Therefore, there are no SOF unique resources in the FY 1992/1993 AF aircraft modification program.

B-2 (FY 1992 -$1.7; FY 1993 - $10.7 million). The FY 1992/1993 program provides funding to retrofit production line improvements to delivered aircraft.

B-1B (FY 1992 - $195.6 million; FY 1993 - $195.1 million). The FY 1992/1993 program continues funding to incorporate modifications to correct deficiencies and incorporate improvements in vital systems based on operational lessons learned. The FY 1992/1993 program continues the Flight Director Computer Optimization, Exhaust Nozzle Wear Improvement, Short Range Attack Missiles (SRAM) II integration, Engine Upgrade, and Overwing Fairing Safety. It initiates the 1122 Improvement (Electronic Counter Measure), Engine Wear Resistance, and Simulator Update modifications.

B-52 (FY 1992 - $56.9 million; FY 1993 - $80.2 million). The FY 1992 program includes continuation of modifications for the NAVSTAR Global Positioning, Night Vision Goggle Compatibility, Integrated Conventional Stores Management System, and Vinson Radio. It also initiates programs for improving the Weapon Systems Trainer, adding the ARC-210 FM radio, Harpoon missile integration on the B-52H, and improving the Electro-Optical Viewing System and Aircraft Battery.

The FY 1993 Program continues funding for Night Vision Goggle compatibility, Integrated Conventional Stores Management System, ARC-210 FM radio, Harpoon missile integration on the B-52H, Electro-Optical Viewing System and Aircraft Battery.

A-10 (FY 1992 -$0.4 million; FY 1993 - $13.4 million). The A-10 modification program has been reinstated in the FY 1992/1993 request, reflecting the Department's decision to retain two wings of A-10s for the Close Air Support mission. The FY 1992 program provides for miscellaneous small dollar reliability and maintainability improvements. The FY 1993 initiates the Improved Data Modem program, the TF34 Engine Accessory Gearbox Life Improvement, and an Airborne Data Recorder.

F-15 (FY 1992 - $294.5 million; FY 1993 - $345.6 million). The FY 1992 program continues the Multi-Stage Improvement Program to the F-15C/Ds to provide continued combat effectiveness, installs Combat Edge, a pressure breathing device, and continues various safety, reliability and maintainability improvements. The latter includes improvements to the Aft Engine Bay (safety), Landing Gear, Wing Fuel Transfer Pump, High Pressure Water Separator and various modifications that are being incorporated into the production line F-15E aircraft.

The FY 1993 program continues the Multi-Stage Improvement Program, Combat Edge and the various reliability improvement modifications.

F-16 (FY 1992 - $251.0 million; FY 1993 - $508.2 million). FY 1992 continues the Advanced Radar Warning Receiver, ALE-47 Flare/Chaff Dispensing System, Combat Edge, pressure breathing system, Standard Ring Laser Gyro, F100/220E Engine upgrade, FALCON 110 engine upgrade and several reliability, maintainability and safety modifications.

The FY 1993 F-16 program initiates funding for Close Air Support, NAVSTAR Global Positioning System, and Follow-on Tactical Reconnaissance System modification, and continues funding for the FY 1992 programs.

F-111 (FY 1992 - $74.1 million; FY 1993 - $60.1 million). The FY 1992 program continues NAVSTAR GPS, completes the Digital Flight Control System modification, and continues the Ring Laser Gyro and three other reliability and maintainability modifications. FY 1993 continues the FY 1992 efforts.

T/AT-37 (FY 1992 - $14.4 million; FY 1993 - $2.0 million). FY 1992 funding will complete the Structural Life Extension Program (SLEP). FY 1993 funds provide for low cost safety, reliability and maintainability modifications.

TR-1A (FY 1992 - $55.1 million; FY 1993 - $61.0 million). The FY 1992 program continues modifications for the NAVSTAR Global Positioning System, Senior Glass, Airborne Recorders, Avionics Update and initiates the Reengining program.

The FY 1993 program continues the above on-going modification programs.

C-5 (FY 1992 - $68.5 million; FY 1993 $11.1 million). The FY 1992 funding continues efforts on a reliability improvement for the Malfunction Detection, Analysis and Recording System (MADARS); and the Automatic Communications Processor operational improvement. Funding is also continued for three reliability and maintainability modifications. The C-5 Airlift Defensive System modification starts in FY 1992.

The FY 1993 program continues funding for MADARS, Defensive Systems, and four reliability and maintainability modifications.

C-9 (FY 1993 - $1.4 million; FY 1993 - $2.1 million). FY 1992 funding replaces the Flight Data Recorder and continues funding for FAA service bulletins. The FY 1993 program provides continued funding for the Flight Data Recorder and service bulletins.

C-17 (FY 1992 - $1.6 million; FY 1993 - $1.4 million). The FY 1992/1993 programs retrofit production line TACANs to early models.

C-21 (FY 1992 - $0.1 million: FY 1993 - $0.1 million). FY 1992/1993 programs provide for low cost safety, reliability and maintainability modifications and FAA directed Service Bulletins.

C-STOL - C27 (FY 1992 - $0.6 million; FY 1993 - $0.1 million). FY 1992/1993 provides for FAA directed service bulletins.

C-137 (FY 1992 - $3.2 million; FY 1993 $12.5 million). In addition to funding Federal Aviation Administration (FAA) directed service bulletins that are issued against all 707 type aircraft, FY 1992 initiates one low cost reliability and maintainability modification. FY 1993 initiates reliability and maintainability improvements to the Weather Radar, Anti-Skid system, Auxiliary Power Unit, and correction to a power transfer problem.

C-141 (FY 1992 - $45.2 million; FY 1993 - $93.5 million). The FY 1992 program initiates NAVSTAR GPS, C-141 Airlift Defensive System, and continues the Automatic Communications Processor. A reliability/maintainability improvement to the Fuel Quantity Indicating System also continues. The FY 1993 program continues funding for All Weather Landing System/Autopilot and all FY 1992 programs except GPS.

T-38 (FY 1992 - $29.5 million; FY 1993 - $24.1 million). The FY 1992 program continues Cockpit Enclosure, a safety modification which will redesign and strengthen structural components of the cockpit enclosure, and a reliability/maintainability improvement to the Engine Stage II Compressor Blade.

The FY 1993 program continues funding for the Cockpit Enclosure, Simulator Computer Replacement and Stage II Compressor Blade modifications.

T-41 (FY 1992 - $0.2 million; FY 1993 - $0.2 million). The FY 1992/1993 program provides for low cost safety, reliability and maintainability modifications.

T-43 (FY 1992 - $9.4 million; FY 1993 - $0.3 million). The FY 1992 program continues funding for the replacement of the outdated computer in the Undergraduate Navigation Trainer Simulator and low cost safety, reliability and maintainability modifications.

The FY 1993 program continues the above programs.

KC 10 (FY 1992 - $3.6 million; FY 1993 - $2.7 million). FY 1992 funds continuation of FAA directed service bulletins and the Automatic Communications Processor.

The FY 1993 program continues funding for service bulletins.

C-12 (FY 1992 - $0.2 million; FY 1993 - $0.2 million). The FY 1992/1993 programs provide for low cost safety, reliability and maintainability modifications and FAA directed Service Bulletins.

C-18 (FY 1992 - $0.1 million; FY 1993 - $0.2 million). The FY 1992/1993 programs provide for low cost safety, reliability and maintainability modifications and FAA directed Service Bulletins.

C-20 (FY 1992 - $0.1 million; FY 1993 - $0.1 million). The FY 1992/1993 programs provide for low cost safety, reliability and maintainability modifications and FAA directed Service Bulletins.

VC-25A MOD (FY 1992 - $0.2 million; FY 1993 - $0.2 million). FY 1992/1993 provides for FAA directed service bulletins.

C-130 (FY 1992 - $78.3 million; FY 1993 - $92.6 million). FY 1992 continues funding for the Self-Contained Navigation System (SCNS), NAVSTAR GPS, the HF Auto Comm Processor, Microwave Landing System, Autopilot, Fuel Quantity and several other reliability improvements and initiates C-130 Airlift Defensive Systems, Electrical System upgrade and Simulator Computer replacement.

FY 1993 continues funding for the 1992 programs except GPS and initiates Satellite Communication capability.

C-135 (FY 1992 - $465.1 million; FY 1993 - $372.0 million). Funding in FY 1992 is for continuation of the re-engining of the KC-135 tanker aircraft with CFM-56 engines. This program also includes modification to over 25 subsystems, including the landing gear, necessary to extend the KC-135 service life into the 21st Century. It provides an increase of fuel off-load capability equivalent of one and one half times the current KC-135A configuration. Other modification programs continued are Automatic Data Processing and MILSTAR for the EC-135, and Ground Collision Avoidance System. The FY 1993 program continues existing modifications.

E-3 (FY 1992 - $50.9 million; FY 1993 - $85.2). The FY 1992 program continues NAVSTAR GPS, Replacement of Magnetic Tape Transport and installation of HAVE Quick A-Net; it initiates a reliability and maintainability improvement to the Radar Klystron.

The FY 1993 program continues HAVE Quick A-Net and GPS and initiates Electronic Support Measures, Data Analysis Processing Group, and a Joint Tactical Information Distribution System update.

E-4 (FY 1992 - $6.4 million; FY 1993 - $14.6 million). The FY 1992 program initiates NAVSTAR-GPS. FY 1993 program continues GPS and MILSTAR. FAA directed service bulletins are funded both years.

H-60 (FY 1992 - $0.6 million; FY 1993 - $0.6 million). The FY 1992/1993 program provides for low cost safety, reliability and maintainability modifications.

OTHER AIRCRAFT (FY 1992 - $46.9 million; FY 1993 - $92.5 million). In FY 1992, funds are required for continuation of previously initiated modifications as follows: Aircrew Eye/Respiratory Protection (AERP); Have Quick II Faster Hopping and Increased Power and Alternate Timing; ALE-40 Deficiencies; Support Equipment Upgrade, and improvements to the MAU-12 Bomb Rack. The FY 1992 request initiates funding for the AN/ALR 69 System Improvement.

The FY 1993 program continues funding for AERP, Have Quick II Radio Faster Hopping and Increased Power, ALE-40 Deficiencies, Support Equipment Upgrade, MAU-12, and AN/ ALR 69.

Classified Projects (FY 1992 - $56.3 million; FY 1993 - $82.0 - million). These funds are required for the modification of a variety of aircraft and airborne systems used in classified missions which, because of their sensitivity, require the application of special management and security safeguards.

The following table summarizes funds requirements for Fiscal Years 1991, 1992 and 1993 by aircraft/category:

MODIFICATION OF IN-SERVICE AIRCRAFT
($ IN MILLIONS)

Aircraft/Category	FY 1990	FY 1991	FY 1992	FY 1993
B-2	-	-	1.7	10.7
B-1	51.0	69.8	195.6	195.1
B-52	156.0	35.7	56.9	80.2
A-7	7.1	-	-	-
A-10	40.0	-	0.4	13.8
F-4	20.8	-	-	-
F-15	204.4	81.5	294.5	345.6
F-16	84.0	123.1	251.0	508.2
F-111	83.7	62.8	74.1	60.1
T/AT-37	12.2	29.0	14.4	2.0
TR-1A	23.5	18.0	55.1	61.0
C-5	63.2	64.7	68.5	11.1
C-9	7.2	1.7	1.4	2.1

Aircraft/Category	FY 1990	FY 1991	FY 1992	FY 1993
C-17	-	-	1.6	1.4
C-21	4.3	0.1	0.1	0.1
C-STOL	-	0.1	0.6	0.1
C-137	1.7	3.1	3.2	12.5
C-141	31.2	26.7	45.2	93.5
T-38	11.2	19.5	29.5	24.1
T-41	-	-	0.2	0.2
T-43	10.2	0.4	9.4	0.3
KC-10	12.1	4.0	3.6	2.7
C-12	3.2	1.2	0.2	0.2
C-18	0.2	0.3	0.1	0.2
C-20	0.2	0.2	0.1	0.1
VC-25A	-	0.2	0.2	0.2
C-130	95.9	39.7	78.3	92.6
SOFC130	126.9	-	-	-
C-135	605.8	612.4	465.1	372.0

Aircraft/Category	FY 1990	FY 1991	FY 1992	FY 1993
E-3	36.4	19.8	50.9	85.2
E-4	12.1	3.8	6.4	14.6
E-8	0.8	-	-	-
H-3	0.7	-	-	-
SOFH53	31.0	-	-	-
H-60	7.2	5.5	0.6	0.6
MOD INST	640.3	-	-	-
OTHER	57.0	23.6	46.9	92.5
SOFOTH	14.3	-	-	-
OV-10	0.1	-	-	-
CLASSIFIED	49.9	66.1	56.3	82.0
SOFCLF	9.4	-	-	-
CRAF	0.9	2.1	-	-
TOTAL	2516.0	1315.1	1812.1	2165.1

STATUS OF AIRCRAFT MODIFICATION PROGRAMS
FY 1990 Modification of Aircraft
Programs as of 30 November 1990
($ in millions)

Program	Total Program Appropriated	1/ Total Reprogramming	Total Value	Obligations	Expenditures
Budget Activity 5					
P-1 No 24-68	$2648.8	-132.8	$2516.0	$1386.2	$198.1

1/Adjustments have been made for the following reasons:

-54.5: MILPERS Reprogramming

-47.7: Rescinded for FY 1990 Emergency Supplemental Appropriations Act

-1.0: Contractor Travel

-39.5: FY 91 Appropriation Rescission

+ 7.8: From BA 01 for F-16 Combat Edge (congressional reprogramming)

+ 2.1: From BA 01 for F-16 Automatic Targeting Handoff System

STATUS OF AIRCRAFT MODIFICATION PROGRAMS
FY 1991 Modification of Aircraft
Programs as of 30 November 1990
($ in millions)

Program	Total Program Appropriated	1/ Total Reprogramming	Total Value	Obligations	Expenditures
Budget Activity 5					
P-1 No 24-68	$1360.5	-45.5	$1315.1*	$ 55.2	0

1/Adjustments have been made for the following reasons:

-45.5 MILPERS reprogramming

*Rounding adjustment

($ IN THOUSANDS)

FY1993 Estimate	-	$ 914,835
FY1992 Estimate	-	$ 984,465
FY1991 Estimate	-	$ 572,257
FY1990 Actual	-	$ 3,016,688

ACTIVITY: Aircraft Spares and Repair Parts

PURPOSE AND SCOPE: This activity provides funds to buy spare engines and other investment items used to repair aircraft and aircraft support equipment. Investment items are defined as repairable assemblies that are centrally procured and managed. The two categories reflected are initial and replenishment spares. Initial spares funds whole spare engines and engine modules to support initial operations of new aircraft. It also funds spare parts introduced to the inventory as a result of new aircraft acquisitions, modifications, new support equipment, and other production charges (e.g., electronic countermeasure pods and classified systems). Additionally, initial spares fund inventory level increases referred to as "new acceptance spares" for additional end items . The second category, replenishment spares, provides follow-on spares support for all aircraft and aircraft support equipment.

This activity continues to provide funds for the procurement of initial spares, but for replenishment spares, funding will be requested only for items that are exempt from the Air Force Stock Fund procurement procedures (e.g. munition coded/managed spares and spares for classified and Contractor Logistics Support programs). In FY91, the Air Force instituted a new concept of management for the balance of replenishment spares which transfers funding responsibility from this central procurement account to the Air Force Stock Fund. For replenishment spares, this Stock Fund concept began in FY91.

JUSTIFICATION OF FUNDS REQUESTED: The initial spares segment of the account has four parts. Initial Weapon System Spares fund engine spares and modules, aircraft spares, and peculiar ground support equipment spares required to support initial operations of new aircraft and inventory increases for additional end items. Modification Spares fund spare parts needed during initial operation of modified airborne systems. Common Ground Support Equipment (GSE) Spares and Other Production Spares also support initial operations inventory increases. All initial spares represent supportability for initial operations after aircraft acquisition or modification. Any funding shortfalls will equate to lower initial levels of peacetime operating stock and will constrain weapon system availability, readiness, and sortie production.

A total of $181.2 million is requested in FY92 and $191.3 million in FY93 for replenishment aircraft spares in support of classified, Contractor Logistics Support programs and munitions coded/managed spares.

The following table shows funding by major category:

AIRCRAFT SPARES AND REPAIR PARTS
($ in Millions)

	FY90	FY91	FY92	FY93
Initial Aircraft Spares	1191.4	569.0	803.3	723.5
Replenishment Aircraft Spares	1825.3	3.3	181.2	191.3
Total	3016.7	572.3	984.5	914.8

Initial Aircraft Spares by segment:

INITIAL AIRCRAFT SPARES
($ in Millions)

	FY90	FY91	FY92	FY93
Initial Weapon System Spares	977.0	309.9	600.6	488.4
Initial Modification Spares	160.0	193.7	143.2	169.6
Initial Common GSE Spares	14.4	17.5	21.7	36.4
Initial Other Production Spares	40.0	48.0	37.8	29.1
Total Initial Spares	1191.4	569.0	803.3	723.5

Note: Numbers may not add due to rounding.

The largest segment of the Initial Spares request, is for Initial Weapon Systems Spares. The $600.6 million requested in FY92 and the $488.4 million requested in FY93 will support the the aircraft listed below:

Initial Weapon Systems Spares Requirements
($ in Millions)

Aircraft	FY90 Proc	FY90 Funding	FY91 Proc	FY91 Funding	FY92 Proc	FY92 Request	FY93 Proc	FY93 Request
AC-130U	5	4.4	0	41.2	-	-	-	-
MC-130H	2	30.0	0	24.0	-	-	-	-
MH-60G	4	9.9	4	6.6	6	4.4	10	3.3
F-15E	36	189.8	36	51.0	0	15.4	0	8.1
F-16	150	259.1	108	66.5	48	92.9	24	29.1
C-130	12	5.5	-	-	8	15.3	12	24.3
B-2	2	239.2	2	0	4	289.1	7	119.0
C-17A	4	221.9	0	101.5	6	176.2	12	265.8
C-27	5	0	5	11.1	-	-	-	-
Tanker-Transport Training System (T-1)	14	1.4	28	8.0	37	1.3	37	9.3
C-20/VC-25	-	15.8	-	-	-	-	-	-
E-8 (JSTARS)	-	-	-	-	0	5.7	1	28.7
Enhanced Flight Screener	-	-	-	-	38	0.3	54	0.8
Total Weapon System Spares		977.0		309.9		600.6		488.4

The second largest segment of initial spares requirements supports the aircraft modification program. The initial modification spares request of $143.2 million in FY92 and $169.6 million in FY93 is needed to support initial operations for over 150 modifications on various aircraft totaling $1812.1 million in FY92 and $2165.1 million in FY93. The requested amount represents 100 percent of the FY92/93 total mod spares requirement. The initial mod spares request includes requirements to support Special Project mods -- $41.8 million in FY92 and $52.1 million in FY93.

The third segment, Initial Ground Support Equipment (GSE) Spares replacement and newly introduced ground support equipment. The request is for $21.7 million in FY92 and $36.4 million in FY93. This represents 100 percent of the requirement.

The last segment is for initial spares to support other production systems. The request is for $37.8 million in FY92 and $29.1 million in FY93. In FY92, this request includes providing early-on spares support for the Low Altitude Navigation and Targeting Infrared System for Night (LANTIRN), $2.3 million; Tactical Crytologic Activities spares, $18.6 million; $1.0 million to support NAVSTAR Global Positioning System; $6.6 million to support Missile and Space Technical Collection activities; and $6.2 million for the F-111 Radar Warning Receiver (AN/ALR-62). The remainder of the request supports various electronic warfare projects. This request represents 100 percent of the requirement in both FY92 and FY93.

Spares and Repair Parts for Air National Guard and Air Force Reserves:

Within the Initial Spares request are dollars to support the Air National Guard (ANG) and Air Force Reserves (AFR). However, our item specific spares requirements are based upon worldwide need and not broken out by command or component. We buy spares to support a total Air Force requirement and provide assets to users based on their designated distribution priority. Whenever additional aircraft are added without commensurate spares funding, support for all like systems currently in the inventory will be degraded. The bottom line is that we compute requirements and buy items to provide balanced support to all Air Force units regardless of the user.

To calculate the Air National Guard/Air Force Reserve dollars that are displayed on the President's Budget P-1R Exhibit, we estimate using historical factors for initial modifications spares and cost per flying hour for replenishment spares.

	FY90	FY91	FY92	FY93
Initial Spares	7.7	4.4	7.6	4.4
Replenishment Spares	237.2	0	0	0
Total	244.9	4.4	7.6	4.4

NOTE: Replenishment spares are funded through the Air Force Stock Fund beginning in FY91.

Replenishment Aircraft Spares: Beginning in FY91, the Air Force implemented a new concept of management for Depot Level Reparable (DLR) replenishment spares. This concept transfers obligation authority from this central procurement account to the Air Force Stock Fund (AFSF). The only replenishment spares funds remaining in the aircraft procurement account support spares items which cannot be managed by the Standard Base Supply System (SBSS) and thus are exempt from the stock fund concept. These exceptions fall in three categories. The first group is munitions coded/managed items such as cartridge actuated or propellant actuated devices (CAD/PAD) items for aircraft ejection systems. The second and third categories are non-stocklisted items which support both classified and Contractor Logistics Support (CLS) systems. The replenishment spares funding levels for FY92 and FY93 are presented in more detail in the following table:

REPLENISHMENT AIRCRAFT SPARES
($ in Millions)

	FY90	FY91	FY92	FY93
POS	1424.2	3.3	181.2	191.3
WRSK/BLSS	401.1	0	0	0
OWRM	0	0	0	0
TOTAL	1825.3	3.3	181.2	191.3

Peacetime Operating Stock (POS): The FY92 and FY93 request supports 54% and 50% respectively of the Air Force's requirement for spares for programs which are exempt for the Air Force Stock Fund. The requirement is based on an item-specific, failure/demand driven computation that supports the flying-hour-program leadtime away, using an average two to three year leadtime. Even as the Air Force increases its inventory for new weapon systems/force structure, continued investment is required for new items in support of modifications or changing item requirements for existing inventory.

War Readiness Spares Kits/Base Level Self-Sufficiency Spares (WRSK/BLSS): WRSK/BLSS is the segment of war reserve materiel maintained at base level for units tasked with wartime missions. The WRSK is an air transportable package of spares that will support specific units tasked to deploy for the first 30 days of a war. BLSS are spares designed to augment peacetime assets to support the initial increased wartime activity for units that will fight the war in-place.

Beginning in FY91, all Air Force WRSK/BLSS funding is appropriated directly to the Air Force Stock Fund vice this central procurement account.

Other War Reserve Materiel (OWRM): OWRM is the prestocked segment of war reserve materiel stored at the Air Force Logistics Command (AFLC) depots. These spares are required to sustain forces at wartime levels after day 30 of the war and until the industrial base can be expanded to satisfy wartime requirements. The Defense Guidance constrains the requirement objective based on mid-term and long range resource plans.

Beginning in FY91, all Air Force OWRM funding is appropriated directly to the Air Force Stock Fund vice this central procurement account.

(In Thousands of Dollars)

Program Estimate	- FY 93	$1,084,530
Program Estimate	- FY 92	1,144,113
Program Estimate	- FY 91	877,288
Program Actual	- FY 90	1,151,578

ACTIVITY: Aircraft Support Equipment and Facilities

PART I PURPOSE AND SCOPE

This activity provides for common support equipment required to service and test aircraft and their components; for refurbishment and rehabilitation of Government owned industrial machinery, equipment and facilities required in the manufacture of items funded by this appropriation; for those war consumable items required to be on hand for immediate use in the event of war and to replace those consumed in peacetime training; and for other production charges such as electronic countermeasure equipment. The activity also provides for procurement of flight simulation equipment for aircraft that are no longer in production and for programs not associated with one specific weapon system.

PART II JUSTIFICATION OF FUNDS REQUESTED

The estimate for this activity is comprised of the following items:

LINE ITEM ($ in Millions)	FY 1990	FY 1991	FY 1992	FY 1993
Common Ground Equipment	$251.4	$325.3	$469.3	$432.8
Industrial Responsiveness	42.8	45.3	11.8	15.9
War Consumables	-	41.3	25.5	28.1
Other Production Charges	563.4	426.6	445.3	507.7
Common ECM Equipment	228.8	38.8	192.2	100.0
Common Ground Equipment (SOF)	55.8	-		-
Common ECM Equipment (SOF)	9.3	-	-	-
ACTIVITY TOTALS	$1,151.6	$877.3	$1,144.1	$1,084.5

COMMON GROUND SUPPORT EQUIPMENT (FY 1992 - $469.3 million, FY 1993 - $432.8 million);

The Common Support Equipment Program procures all initial and replacement organizational and intermediate (O&I) level support equipment common to more than one type aircraft. Initial requirements support unit activations and mission changes. Replacement requirements ensure old, obsolete, unserviceable equipment in the field is replaced with serviceable, supportable equipment during the life of each weapon system. The items being replaced range in age from ten to thirty years old and have frequent failures, can no longer be economically repaired and no longer have available spare parts. This program also funds peculiar support equipment and flight simulators and other training devices for out-of-production aircraft. Depot common support equipment is also funded by the Common Support Equipment Program to establish initial depot capability for new aircraft. Examples of the O&I level equipment procured are ground power generators, avionics test sets and automatic test equipment, memory loader/verifiers, ammunition loading systems, fuel servicing carts and units, maintenance stands and platforms and self-generating nitrogen systems.

Industrial Responsiveness (FY 1992 - $11.8 million, FY 1993 - $15.9 million):

The Air Force Industrial Base Program (IBP) combines the resources of several appropriations to create a comprehensive IBP. The goal is to ensure that the defense industry is capable of supplying reliable, cost-effective, systems and components to operational commanders in peacetime and national emergencies. The program acknowledges the industrial base as a vital element in war deterrence and sustainability. Major elements in the overall program include management of twelve government-owned industrial plants and the Defense Production Act Title III Program, plus support for the Industrial Modernization Incentives Programs (IMIP), production surge and industrial preparedness planning. These activities characterize the critical sectors and industries within the industrial base, make recommendations to resolve deficiencies and bottlenecks, and, where appropriate, execute plans of action designed to enhance the industrial base. Funds in this appropriation prior to FY92 are to support the aircraft procurement segment of the Air Force IBP.

Beginning in FY92 the Industrial Plants, Planning and Modernization Incentive Program have been incorporated into the Defense Business Operations Fund. Environmental compliance projects will continue to be funded under this appropriation as detailed on the following form 1391.

The FY93 request supports environmental protection projects as follows:

$1.1 million to install four oil water separators at various sites in and around Air Force Plant #3.

$11.4 million to support provisions of the Clean Air Act.

$3.4 million to insure compliance at Air Force Plant #6 with provisions of Georgia State Hazardous Waste Facility Permits concerning groundwater recovery treatment, monitoring and analysis.

PROGRAM COST BREAKDOWN								DATE 29 JAN 91
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT, BPAC 1400				P-1 ITEM NOMENCLATURE INDUSTRIAL RESPONSIVENESS				
ELEMENT OF COST	IDENT CODE	(Total cost in millions of dollars) FY 1990		FY 1991		FY 1992		FY 1993
		QTY	TOTAL COST	QTY	TOTAL COST	QTY	TOTAL COST	QTY TOTAL COST
A. Expansions	1000		1.637		0		0	0
B Packing, Crating & Handling	2000		1.319		0		0	0
C. Capital Type Rehabilitation	3000		3.062		10.981		0	0
D. Replacement & Modernization	4000		0		0		0	0
E. Planning	6000		2.064		3.680		0	0
F. Environmental Protection	7000		11.745		14.581		11.759	15.688
G. Industrial Modernization (IMIP)	8000		22.998		16.020		0	0.192
H. Energy Conservation	9000		0		0		0	0
TOTALS			42.825		45.262		11.759	15.880

EXHIBIT P-22

1. COMPONENT	FY 1992	FACILITY PROJECT DATA	2. DATE
USAF			12 Jul 90

3. INSTALLATION AND LOCATION	4. PROJECT TITLE
Air Force Plant 4 Fort Worth TX	Waste Treatment System

5. PROGRAM ELEMENT	6. CATEGORY CODE	7. PROJECT NUMBER	8. PROJECT COST ($000)
	221-221		$11,759

9. COST ESTIMATES

ITEM	U/M	QUANTITY	UNIT COST	COST ($000)
Waste Treatment System -- Construction FY92	L/S	-------	-----	$11,759

10. DESCRIPTION OF PROPOSED CONSTRUCTION

This project will provide for treatment or regeneration of wastes at the point-of-generation (when it is technically, operationally and economically feasible) and/or segregated collection of the various waste streams from production processes for treatment in a new central treatment facility. Some of the waste streams which require segregated collection and treatment are wastes from chemical etching, surface treatment/conversion coating wastes, plating wastes, aqueous wastes containing organic compounds, wastes containing heavy metals, wastes from regeneration of deionized water and quench water which contains trace amounts of jet fuel. The new central treatment facility will be a single building with approximately 30,000 square feet of ground level floor space which will be constructed adjacent to the new Chemical Processing Facility on the Air Force Plant 4 Radar Range. Construction will be a concrete slab on grade and a structural steel frame building with support columns on approximately 50-foot centers. The exterior walls will be either insulated metal siding in all areas or brick and masonry on the lower portion with insulated metal siding on the upper portion. Building installations will include tanks, sumps, pumps, plumbing and mechanical and electrical devices to control, contain and treat the various waste streams. Insulation will be provided to meet

1. COMPONENT - USAF	FY 19 92 FACILITY PROJECT DATA	2 DATE 12 Jul 90

3. INSTALLATION AND LOCATION
Air Force Plant 4
Fort Worth TX

4. PROJECT TITLE	5. PROJECT NUMBER
Waste Treatment System	

10. DESCRIPTION OF PROPOSED CONSTRUCTION (continued)

energy standards. High bay treatment area lighting will be high intensity discharge and energy efficient fluorescent lighting will be installed in the support and administration areas. An electrical substation with transformers and switchgears will provide the necessary electrical power utilities and lighting. Heating, ventilating and air conditioning will be provided by a central chilled water plant with the piping system connected to air handling units throughout the facility. Bulk storage/holding tanks sized to accommodate batch treatment of the segregated waste streams and "treat and test" standards will be installed in the exterior areas adjacent to the central treatment building. Exterior installations will include the tanks, sumps, pumps, plumbing and mechanical and electrical devices to control and contain the waste products before and after treatment. Appropriate safety devices and equipment (alarms, signals, eye washes, showers, etc.) will be installed in interior and exterior areas. All other support utilities such as fire protection, steam (for heating and waste treatment processes), water, sanitary sewer, storm sewer, etc. will be provided. Adequate support, storage, shipping, receiving, transportation and parking facilities will be provided.

BASIS OF NEED

Immediate rehabilitation or replacement of the Air Force Plant 4 Waste Treatment System is required to provide effective treatment of the wastewaters generated by aerospace production operations prior to release to the Publicly Owned Treatment Works (POTW) operated by the City of Fort Worth TX. The existing Waste Treatment System includes control, containment and collection systems for dispersed production operations and a central treatment facility which is located adjacent to the Chemical Processing Facility at the southwest corner of the Assembly and Parts Plant buildings. The chemical processing operations generate the majority of the Air Force Plant 4 wastes which are carried to the central treatment facility by segregated collection lines. This system was designed and constructed under the contemporary environmental, safety and industrial standards in 1967-68. Secondary containment and control are provided by common use trenches which are shared with the Chemical Processing Facility and drain into the Waste Treatment System's equalization tanks. This design carries a significant potential for inadvertent mixing of chemicals which can generate toxic emissions (such as Hydrogen Sulfide, Hydrogen Cyanide, NOX, etc.) and contribute to upsets of the waste treatment process which can cause violations of the pretreatment standards for releases to a POTW. Thirty-five exceedances of the pretreatment standards were detected by in-house analysis during the last six months of 1988.

1. COMPONENT	FY 1992 FACILITY PROJECT DATA	2. DATE
USAF		12 Jul 90

3. INSTALLATION AND LOCATION
Air Force Plant 4
Fort Worth TX

4. PROJECT TITLE	5. PROJECT NUMBER
Waste Treatment System	

10. DESCRIPTION OF PROPOSED CONSTRUCTION (continued)

BASIS OF NEED (continued)

Although the system has been maintained under a sound normal maintenance program, the system components have deteriorated from more than 20 years of operation in an inherently harsh chemical environment. Continued operation of this deteriorated system will generate an escalating rate of component failures and violations of the pretreatment standards. Repeated violations of the pretreatment standards could result in financial penalties and suspension of the Air Force Plant 4 discharge permit which would shutdown F-16 production operations.

Rehabilitation of the existing Air Force Plant 4 Waste Treatment System is not a viable option because of potential impact from the Installation Restoration Program (IRP). The IRP is a program to identify, evaluate and remediate historical subsurface contamination. This program is currently entering the Remedial Investigations/Feasibility Study (RI/FS) phase which will recommend a remediation plan for Air Force Plant 4. This plan will be implemented after review and approval by the appropriate Air Force and regulatory agencies. The existing central waste treatment facility has been identified as a potential IRP remediation site which will be evaluated during the RI/FS. If remediation of this facility/site is required, it could include source removal by excavation under the existing facility. This would require a complete shutdown of F-16 production operations. The RI/FS will be completed in approximately two to three years, and the remediation could take an additional three to five years. Therefore, rehabilitation of the existing central waste treatment facility is not a viable option because the IRP actions may require a complete shutdown for an indefinite period. Conversely, the design and construction of a new central waste treatment facility could be approaching completion (estimate approximately four years with delays for approval and funding) by the time the RI/FS has been completed and approved.

IMPACT IF NOT PROVIDED

If a new facility is not provided, the Air Force Plant 4 F-16 production operations will continue to utilize the existing inadequate deteriorated Waste Treatment System. Component failures will cause the rate of violations of pretreatment standards to escalate to the point that the Air Force Plant 4 permit for discharging to the City of Fort Worth POTW may be suspended. This will shutdown F-16 production operations until an adequate reliable, compliant system is provided.

WAR CONSUMABLES
(FY92 - $25.5 million, FY93 - $28.1 million)

This program funds the procurement of aircraft external fuel tanks, bomb racks, adapters, pylons and missile launchers which are expended during combat sorties. Expenditures are a result of the requirement to jettison external aircraft stores to increase survivability when engaged by enemy aircraft or ground fire. The quantities procured are based on calculations of how many of the items will be needed to be stocked in order to sustain combat operations for a specified period of time.

The LAU-128/129 launcher program is driven by the requirement to upgrade previously fielded F-15s and F-16s with a dual capable (AMRAAM and AIM-9) launcher.

The F-15 external tank and centerline and inboard pylon procurements are directed at solving the critical shortfall in war reserve quantities for these items, especially for F-15E centerline and inboard pylons. These shortages were been recently underscored by our experience in supporting Operation DESERT STORM.

Other Production Charges

This program provides for items, such as Classified Projects, Alternate Mission Equipment, and Range Improvement, that are not directly related to other procurement lines in this appropriation and cannot be reasonable allocated and charged thereto. It also includes items, such as LANTIRN, NAVSTAR GPS, that are used by more than one weapon system and managed as end items themselves. The following table provides a comparison, by fiscal year, of the items in this program:

(In Millions of Dollars)*

	FY 1990	FY 1991	FY 1992	FY 1993
Classified Projects	228.9	$183.9	$324.8	$366.4
ECM Support	11.5	10.7	9.2	9.3
Range Improvement (ACMI)	4.5	7.8	7.8	6.6
LANTIRN	256.5	186.3	3.0	3.2
Night Attack System	-	-	-	7.0
NAVSTAR Global Positioning System	44.9	-	29.9	40.4
GBU-15	-	-	-	19.8
TR-1	10.3	31.2	20.5	7.9
Strategic Warfare Center	1.2	-	3.9	4.8
ALQ-172	-	1.7	-	-
EF-111 SYS IMPROVEMENT PROG	2.2	-	-	-
HAVE NAP	3.3	-	-	.9
B-52 SIOP	.2	4.9	4.4	-
AWACS Improvements	-	-	1.1	-
AWACS NATO	-	-	40.1	40.7
Flight Screening	-	-	.1	.1
RF-4C SQDs	-	-	.6	.6
Total Other Production Charges	$563.4*	$426.6*	$445.3*	$507.7

*Dollars don't add due to rounding (OFF .1)

Classified Projects:

Includes the Air Force Tactical Improvement Program, General Defense Intelligence Projects, F117 Stealth Fighter, and other programs classified Special Access.

ECM Support:

The program procures electronic warfare and airborne photography/reconnaissance equipment to provide countermeasure capabilities against changing enemy electronic defenses or for other unpredictable and urgent operational requirements.

Range Improvement:

This is a joint Air Force/Navy program to procure pods which provide accurate kill/no kill data for assessment of tactics and aircrew training at the Air Combat Maneuvering Range. The pod is mounted on a standard launch rail and transmits airspeed, altitude, angle of attack, and weapons information to ground stations.

Low Altitude Navigation and Targeting Infrared System for Night (LANTIRN):

The LANTIRN navigation and targeting pods being procured within this project provide an air-to-ground electro-optical fire control system emphasizing Forward Looking Infrared (FLIR), terrain following radar, and aircraft integration with Head-up Display (HUD) for flying low while critical battlefield targets are acquired, recognized, and weapons are launched.

Night Attack System:

Supports the purchase of FLIR helmets and equipment as a companion effort to the LANTIRN program.

NAVSTAR Global Positioning System:

NAVSTAR GPS is a space-based radionavigation system which will provide users their position (accurate to 16 meters), velocity (.1 meter per sec) and time (.1 microsecond) on a 24 hour per day, all weather, worldwide basis. The GPS satellite segment is in production. Operational satellite launches began in Feb 1989 and are continuing, leading to full operational capability by mid-1993. The DoD policy is for GPS to replace all existing radionavigation systems on military aircraft. This appropriation funds NAVSTAR GPS user avionics for all USAF aircraft plus the Air Force share of GPS production start-up costs.

GBU-15 Improved Data Link:

The GBU-15 is a data link controlled precision guided glide bomb. Funds provide improvements to the anti-jam capabilities of the data link.

TR-1:

This program provides funds for the modification of the existing TR-1 ASARS radar to give the system a moving target indicator ability.

STRATEGIC WARFARE CENTER:

Funds are to support the Strategic Training Route Complex (STRC), and procurement of Seekscore and other training equipment. The STRC will be composed of a multitude of interconnecting low level routes which will be equipped to provide a multi-threat electronic warfare environment and radar bomb scoring capability.

ALQ-172:

The ALQ-172 improves the existing ALQ-117 to provide a better jamming defense for the B-52.

HAVE NAP:

The HAVE NAP project gives the B-52 the capability to carry conventional strategic standoff guided missiles against point targets. Each aircraft can carry up to three missiles and the data link pod.

B-52 SIOP:

This project supports the B-52 combat crew training.

AWACS Improvements:

Provides crypto interfaces for the AWACS JTIDS Class II terminals.

NATO AWACS:

Supports the multinational purchase of 18 AWACS aircraft, modification of selected NATO air defense sites, and normal government services such as quality assurance and contract administration services.

Flight Screening:

Supports the pre-UPT flight screening for both ROTC and OTS programs, the USAF Academy T-41C pilot indoctrination and the TC-7A and UV-18 airmanship programs.

RF-4C Squadrons:

Supports the combat penetration and peacetime combat standoff mission of the RF-4C by providing materials for organic photo imagery and electronic interpretation facilities.

Common ECM Equipment

Includes the procurement and support of new pods, such as the ALQ-131 Block I/II and ALQ-184 to counter the latest Soviet threats. The pods are used on several tactical strike/reconnaissance aircraft. Funds also purchase the ALR-62I self protection suite for the F-111 fleet and modifications to the ALQ-99 Tactical Jamming System (TJS) for the EF-111 aircraft.

(In Millions of Dollars)

	FY 1991	FY 1992	FY 1993
Common ECM Equipment	38.8	192.2	100.0
ECM Pods	(25.9)	(183.5)	(90.0)
ALR-62I	(5.6)	-	-
ALQ-99 TJS	(7.3)	(8.7)	(10.0)

COMPARISON OF FY 1990 PROGRAM REQUIREMENTS AS REFLECTED IN FY 1991 AMENDED BUDGET WITH FY 1990 PROGRAM REQUIREMENTS AS SHOWN IN FY 1992/93 BUDGET

SUMMARY OF REQUIREMENTS (In Thousands of Dollars)

	Total Program Requirements Per 1991 APB	Total Program Requirements Per 1992/93 Budget	Increase + or Decrease -
Combat Aircraft	$6,805,610	$6,732,722	-$72,888
Airlift Aircraft	1,632,704	1,582,007	-50,697
Trainer Aircraft	144,400	145,050	+650
Other Aircraft	51,104	203,155	+152,051
Modification of In-Service Aircraft	2,563,536	2,516,035	-47,501
Aircraft Spares and Repair Parts	3,033,143	3,016,688	-16,455
ACFT Support Equipment and Facilities	1,129,988	1,151,578	+21,590
Reimbursable Program	247,000	369,477	+122,477
Total Fiscal Year Program	$15,607,485	$15,716,712	+$109,227

EXPLANATION BY BUDGET ACTIVITY

1. Combat Aircraft - (-$72.9 million). The decrease is a net result of Congressionally approved reprogrammings and below threshold reprogrammings. Specifically, $29.7 of the F-16 was sourced for MILPERS/CHAMPUS, $16.2 for ATF, $14.5 for the Airborne Self Protection Jammer. F-15E was sourced $21.0 for MILPERS/CHAMPUS and $11.2 for ATF. Below threshold reprogrammings accounted for $29.4. Lastly, the budget activity includes $49.1 for C-20.

2. Airlift Aircraft - (-$50.7 million). The decrease is a net result of reprogramming from the spares account to C-27 (+$9.9); C-130H initial spares (-$2.0), C-17 Congressional undistributed reductions (-$9.4), below threshold reprogramming (-$.1), and the transfer of C-20 to budget activity one (-$49.1).

3. Trainer Aircraft - (+$650 thousand). Below threshold reprogramming for TTTS.

4. Other Aircraft - (+$152.1 million). Congressional add of MH-60G funding for Air National Guard and Air Force Reserve aircraft.

5. Modification of In-Service Aircraft - (-$47.5 million). Congressional rescissions of A-7 (-$34.7) and F-16 (-$4.7) and numerous below threshold reprogrammings (-$8.1).

6. Aircraft Spares and Repair Parts - (-$16.5 million). Several below threshold reprogramming for higher priority requirements.

7. Aircraft Support Equipment and Facilities - (+$21.6 million). The increase is the net result of the rescission to Other Production Charges (GBU-15, -$4.4) and below threshold reprogrammings (-$2.2); reprogrammings from Industrial Responsiveness were denied (+$18.3); and below threshold reprogrammings into Common Support Equipment (+$9.9).

8. Reimbursable Program - (+$122.5 million). The increase is the result of receipt of more customer orders than anticipated.

COMPARISON OF FY 1990 FINANCING AS REFLECTED IN FY 1991 BUDGET WITH FY 1990 FINANCING AS SHOWN IN FY 1992/93 BUDGET

(In Thousands of Dollars)

	Financing Per FY 1991 Budget	Financing Per FY 1992 Budget	Increase(+) or Decrease(-)
Program Requirements	$15,607,485	$15,716,712	-$109,227
Program requirements (Service Account)	(15,360,485)	(15,347,235)	(-13,250)
Program requirements (Reimbursable)	(247,000)	(369,477)	(+122,477)
Less:			
Anticipated Reimbursements	247,000	369,477	+122,477
Add:			
Transferred to Other Accounts	130,974	193,660	+62,686
Reduction Pursuant to P.L. 100-165	6,083	6,083	0
Available to Finance Subsequent Year Budget	181,700	67,400	-114,300
Rescission	0	64,864	+64,864
Appropriation	$15,679,242	$15,679,242	$0

EXPLANATION OF CHANGES IN FINANCING

The net effect of changes in financing for the Fiscal Year 1990 program was no change since submission of the FY 1991 APB. Adjustments by category of financing are explained below.

1. Anticipated Reimbursements. The increase of $122,477 is due to receipt of more customer orders than anticipated.

2. Transferred to Other Accounts. The increase of $62,686 is due to anticipated reprogrammings from the Aircraft Procurement Appropriation.

3. Reduction Pursuant to P.L. 100-463. No change.

4. Appropriation Rescission. Numerous Congressional rescissions to all budget activities.

COMPARISON OF FY 1991 PROGRAM REQUIREMENTS AS REFLECTED IN FY 1991 APB WITH FY 1991 PROGRAM REQUIREMENTS AS SHOWN IN FY 1992/93 BUDGET

SUMMARY OF REQUIREMENTS (In Thousands of Dollars)

	Total Program Requirements Per 1991 APB	Total Program Requirements Per 1992 APB	Increase + or Decrease -
Combat Aircraft	$7,721,097	$5,961,706	-$1,759,391
Airlift Aircraft	1,988,315	539,529	-1,448,786
Trainer Aircraft	185,155	155,805	-29,350
Other Aircraft	38,796	38,796	0
Modification of In-Service Aircraft	1,763,591	1,315,056	-448,535
Aircraft Spares and Repair Parts	1,391,057	572,257	-818,800
ACFT Support Equipment and Facilities	1,129,389	877,288	-252,101
Reimbursable Program	247,000	977,836	+730,836
Total Fiscal Year Program	$14,464,400	$10,438,273	-$4,026,127

EXPLANATION BY BUDGET ACTIVITY

1. Combat Aircraft - (-$1,759.4 million). The decrease is the result of Congressional adjustments which include both specific and allocation of undistributed reductions to B-2 (-$857.6), F-15E (-$169.5), and F-16 (-$732.3).

2. Airlift Aircraft - (-$1,448.8 million). C-17 was reduced $1,448.8 by Congress.

3. Trainer Aircraft - (-$29.4 million). Tanker, Transport and Trainer System was reduced $29.4 by Congress.

4. Other Aircraft - No change.

5. Modification of In-Service Aircraft - (-$448.5 million). The decrease is a net result of Congressional adjustments and MILPERS reprogramming to the KC-135 reengine program (-$19.5), B-1B (-$64.3), B-52 (-$51.0), E-4 (-$33.5), F-15 (-$38.8), F-16 (-$20.6), numerous minor changes (-$106.4) and retirement of obsolete aircraft (-$114.4).

6. Aircraft Spares and Repair Parts - (-$818.8 million). The decrease is the result of Congressional adjustments to include B-2 (-$621.6), C-17 (-$135.7), F-16 (-$41.4) and modifications (-$20.1).

7. Aircraft Support Equipment and Facilities - (-$252.1 million). Congressional reductions to Other Production Charges (-$190.9) include the ALQ-184 (-$125.9), NAVSTAR GPS (-$27.6), Tacit Rainbow (-$29.3), GBU-15 (-$18.0), classified activities (+$10.2) and (-$.3) undistributed reduction. Common Ground Equipment was reduced $61.2 to include ground power generators (-$16.6), noise suppressors (-$14.3), B-2 aircraft support (-$14.4) and items under $2.0 (-$17.4), offset by an increase for air conditioning carts (+$1.5).

8. Reimbursable Program - (+$730.8 million). The increase is the result of receipt of more customer orders than anticipated, mainly the sale of F-15's to Saudi Arabia.

COMPARISON OF FY 1991 FINANCING AS REFLECTED IN FY 1991 BUDGET WITH FY 1991 FINANCING AS SHOWN IN FY 1992/93 BUDGET

(In Thousands of Dollars)

	Financing Per FY 1991 APB	Financing Per FY 1992 Budget	Increase(+) or Decrease(-)
Program Requirements	$14,464,400	$10,438,273	-$4,026,127
Program requirements (Service Account)	(14,217,400)	(9,460,437)	(-4,756,963)
Program requirements (Reimbursable)	(247,000)	(977,836)	(+730,836)
Less:			
Anticipated Reimbursements	247,000	977,836	+730,836
Reprogramming from/to Prior Year Budget Plans	0	75,800	+75,800
Transferred from Other Accounts	498,750	0	-498,750
Add:			
Transferred to Other Accounts	0	101,552	+101,552
Reduction Pursuant to P.L. 101-511	0	2,966	+2,966
Rescission	0	52,300	+52,300
Appropriation	$13,718,650	$9,541,455	-$4,177,195

EXPLANATION OF CHANGES IN FINANCING

The Fiscal Year 1991 program has decreased $4,177,195 since submission of the FY 1991 APB. Adjustments by category of financing are explained below.

1. Reimbursements. The increase of $730,836 is due to receipt of more customer orders than anticipated.

2. Transferred from Other Accounts. The decrease of $498,750 is due to Congressional transfer into the Aircraft Procurement Account for F-15.

3. Transferred to Other Accounts. The increase of $101,552 is due to anticipated reprogrammings out of the Aircraft Procurement Appropriation for MILPERS/CHAMPUS ($78.1) and AGM-130 ($23.5).

4. Reduction Pursuant to P.L. 101-511. The increase of $2,966 is due to the use of discount air fares and decreased use of consulting services.

5. Rescission. The increase of $52,300 is due to FY91 rescissions of $34.8 for A-7, $4.7 for F-16, $4.4 for GBU-15. Also, includes $8.4 for A-7 in FY89.

FLIGHT SIMULATOR DATA SHEET

BUDGET YEAR PROGRAM

Simulator Model: F-15E Weapon System Trainer

Aircraft System Supported: F-15E

Description of Simulator: The F-15E WST will train both pilot and weapon system officers and will include Low Altitude Navigation and Targeting Infrared System for Night (LANTIRN) simulation. The trainer will be a modification to the design of the F-15 Operational Flight Trainer already being manufactured by Loral Corp. Four WSTs will be procured.

Development Status: Testing on units #1 and 2 was completed in FY88. Development of the first full mission capable trainer, unit #3 was begun in FY89 and is ongoing. Delivery of units #1 and #2 occurred in FY89 to provide safety of flight training. In FY 1990 a contract for unit #4 was awarded.

Funding Data: (In Millions)	FY 1990	FY 1991	FY 1992	FY 1993
RDT&E	0	0	0	0
Procurement	.1	49.2	17.4	0
MILCON	-	-	-	-
TOTAL	.1	49.2	17.4	0

Basis for FY 1992/93 Request: In FY92 testing will occur on unit #4. Updates on units #1 and #2 and ECP activity to maintain concurrency to aircraft changes.

Contract Data: FFP to Loral Corp.

Cost History Comparison: N/A

FLIGHT SIMULATOR DATA SHEET

BUDGET YEAR PROGRAM

Simulator Model: F-16 Weapon System Trainer (WST)

Aircraft System Supported: F-16 aircraft.

Description of Simulator: The F-16 WST is comprised of an Operational Flight Trainer (OFT), and Electronic Warfare Training Device (EWTD) and a Digital Radar Landmass Simulation (DRLMS) and a visual system. The EWTD will be used to train pilots in the electronic warfare aspects of their mission. The DRLMS will simulate the Air-to-Ground (A/G) modes and displays of the F-16 Fire Control Radar (FCR) using a Defense Mapping Agency (DMA) Digital Data Base (DDB). The visual system permits training in low visibility take-off landing and emergency conditions. The WSTs are developed using a "Building-Block" and phased approach in consonance with the Tactical Air Forces (TAF) F-16 aircraft deployment plan.

Development Status: N/A

Funding Data: (In Millions)	FY 1990	FY 1991	FY 1992	FY 1993
RDT&E	-	-	-	-
Procurement	53.3	14.6	12.7	10.8
MILCON	-	-	-	-
TOTAL	53.3	14.6	12.7	10.8

Basis for FY 1992/93 Request: F-16 WST FY 1992/93 budget is based on the following requirements:

- F-16C Operational Flight Trainers (OFTs) to provide "safety-of-flight" trainers for active units

- Improved Electronic Warfare Training Devices (IEWTDs) for F-16C EW training. Requirement for IEWTDs stressed by F-16 WST General Officer Review, Dec 85.

- LANTIRN simulators to be integrated with Block 40 OFTs to provide LANTIRN training.

- Block 40/50 Operational Flight Trainer (OFT) update for modification and production incorporation. Required to provide "safety-of-flight" OFTs for Block 40/50 aircraft.

- 3 Window Visual System Integrated into WST Block 30/40/50 for realistic mission training.

Contract Data:

	OFT Blk 40/50	FFP	F33657-84-C-0173,
Options			
	OFT Blk 30	FFP	F33657-82-C-0138,
Options			
	IEWTD	FFP	F33657-87-C-0168
	LANTIRN	FPI	F33657-86-C-2141
	IDRLMS	FFP	F33657-81-C-2041
	VISUAL SYSTEM	FFP	F33657-88-C-0023

The contractor for the Operational Flight Trainer and LANTIRN simulator is the Singer Company, Link Division, Houston, Tx. The DRLMS is built by the General Electric Co, Simulation and Control Systems Department, Daytona Beach, Fl. The IEWTD is built by the AAI Corporation of Cockeysville, MD, and the visual system is built by Evans & Sutherland, Salt Lake City, UT.

Cost History Comparison: N/A

SIMULATOR MODEL: C-17 AIRCREW TRAINING SYSTEM

BUDGET YEAR PROGRAM

Aircraft System Supported: C-17

Description of Simulator: An Aircrew Training System is being developed to be operated by a contractor, McDonnell Douglas Training Systems, Inc, to provide Qualified Aircrew members. The Training System is made up of Computer Based Training (CBT) devices used in a classroom, a cockpit simulator (CSS), Weapon System Trainers (WST), Loadmaster Stations (LST), Cargo Load Model (CLM) and Cargo Compartment Trainer (CCT).

Development Status: Contract was awarded for phase II in FY 89. System Critical Design Reviews will occur in FY 90 and FY 91. First system will be delivered in FY91.

Funding Data: (In Millions)	FY 1990	FY 1991	FY 1992	FY 1993
RDT&E	21.5	8.1	3.0	1.1
Procurement	42.1	7.6	1.7	41.6
MILCON	-	7.1	-	-
TOTAL	63.6	22.8	9.7	42.7

Basis for FY 1992/93 Request: C-17 WST FY 1992/93 budget is based on the following requirements:

- Develop Courseware for 10 Pilot, 7 Co-pilot, 7 Loadmaster and 3 Maintenance Engine Run courses.
- Development and in plant testing of training equipment (CBT, CCS, WST, LST, CLM, and CCT)
- Production of training equipment.

Contract Data: FFP contract to McDonnell Douglas Training Systems, Inc., Bedford, Tx on 26 Oct 88 (F33657-88-C0029).

Cost History Comparison: N/A